

**UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
POCATELLO FIELD OFFICE
Categorical Exclusion
City Creek Temporary Trail Motorized Travel Restrictions
DOI-BLM-ID-I020-2016-0019-CX**

Project Lead: Charles Patterson, Outdoor Recreation Planner, Pocatello Field Office

Proposed Action:

The Proposed Action is to temporarily close two designated routes to motorized travel, located on public lands administered by the Pocatello Field Office (PFO), within the City Creek Management Area (CCMA) trail system. The CCMA trail system is managed under the direction of the CCMA management plan, which was developed in 2009. The CCMA is co-managed by the City of Pocatello (CoP), the United States Forest Service (USFS), the Bureau of Land Management (BLM), Bannock County, and the State of Idaho. There are private land inholdings within the managed area. The temporary closure to motorized travel on the two routes managed by the PFO will be in effect until a change in route designation (not designated for motorized travel) can be accomplished through a travel plan within the Pocatello Special Recreation Management Area, West Bench RMZ, in the near future. The two routes were designated for motorized travel in the Pocatello Off-Road Vehicle Designated Plan in 1980 (see map 2). The routes would continue to be available for non-motorized uses.

Route 1 was designated for full size vehicles and is approximately 100 feet in length on the portion of public lands administered by the PFO (see map 3). Route 1 comes off the “*North Fork*” trail, but is not shown on the CCMA trail map (see map 1). Route 1 is an old Jeep trail shown on older topographic maps and traverses from the public lands administered by the PFO onto the USFS administered lands. The USFS completed a travel plan and designated the old Jeep trail as a Non-Motorized Trail - Bicycles Not Allowed in 2005 (see map 5). The USFS has requested that the PFO close Route 1 to motorized travel because motorized vehicles continually drive down the Non-Motorized Trail. The USFS states that there are resource damages occurring as a result of the motorized vehicles intruding on the Non-Motorized Trail and is also causing a safety concern with trail users walking on the trail.

Route 2 was designated for motorcycle use only and is approximately 0.5 miles in length on the portion of the trail located on public lands administered by the PFO adjacent to land owned and managed by the City of Pocatello. The other portion of the trail is located on land owned and managed by the CoP, and is approximately 0.5 miles in length. Route 2 is identified as the “*Old Two Track*” trail (see map 1). The only portion of the trail that is being proposed for closure to motorized travel is where the route starts at the end of Lupine Street and connects with the “*Ridge Line Track*” trail (see map 1). The CoP is currently closing the portion of Route 2, located on CoP property, to motorized use on because of safety concerns with All Terrain Vehicles (ATV) and motorcycles traveling through the city streets/residential neighborhoods leading to the trail (Rocky Point and Lupine) to connect onto the trail. The CoP has safety concerns with ATVs and/or motorcycles colliding with pedestrians on the two streets. The CoP

has requested that the portion of Route 2 located on managed public lands by the PFO be closed to motorized travel with the portion of the route that the CoP is closing. This co-managed trail would then be closed together as a whole. The CoP is updating the CCMA trail map to show the route as a Non-Motorized trail.

Consultation and Coordination:

The temporary closures for Routes 1 and 2 to motorized travel were coordinated with the CoP and the U.S Forest Service in May of 2015. The PFO Interdisciplinary Team (I.D. Team) of Specialist met on May 18, 2015 to review the temporary route closures to motorized travel and did not identify any issues that would lead to adverse or significant impacts on the resources. The I.D. Team also concluded that an Environmental Assessment or Environmental Impact Statement was not required.

Land Use Plan Conformance Statement:

The Proposed Action is in conformance with the Approved Pocatello Resource Management Plan (ARMP) (April 2012), approved July 10, 2012, by the BLM Idaho State Director. The Proposed Action is in conformance with the following statement (page ARMP-125, Table 11. General Management Guidance and targeted Outcomes for the **West Bench RMZ**, Pocatello SRMA):

Niche: Multiple use recreation opportunities in the Pocatello urban interface environment

Management Objective: Provide motorized, mechanized, and non-motorized recreation opportunities. Minimize use conflicts. Pursue partnership opportunities with local agencies, user groups, and private land owners. Continue to enforce seasonal closures to protect Pocatello Watershed.

Finding or Recommendation:

The Proposed Action is categorically excluded as outlined in the 516 DM 11.9, G. Transportation (3), which states: “Temporary closure of roads and trails.”

This categorical exclusion is appropriate in this situation because none of the extraordinary circumstances described in 516 DM 2, Appendix 2 apply.

/s/ Charles Patterson

Charles Patterson, Outdoor Recreation Planner

Date: 3/10/16

/s/ Blaine Newman

Blaine Newman, NEPA Reviewer

Date:

Decision and Rationale for the Decision:

It is the decision of the PFO to temporary close the Routes 1 and 2 to motorized travel as requested by the City of Pocatello and the U.S. Forest Service until a change in route designation can occur in the future travel planning within an activity plan for the Pocatello Special Recreation Management Area. The designated motorized route on PFO land leading to the USFS has caused resource damage from unauthorized motorized vehicles being driven down the Non-Motorized trail on the USFS. Motorized vehicle use beyond the PFO boundary onto USFS land has also caused user conflicts with the non-motorized trail users. Also, the CoP is closing the route on their property due to safety concerns with ATVs/motorcycles and pedestrians. Because human health and safety is a major concern for the PFO, and that the USFS and CoP changed the route status on the properties, the PFO will close the routes to motorized vehicles as requested. These routes would remain available for non-motorized use.

/s/ David A. Pacioretty

Field Manager

Date: 3/10/16

Appeals Information:

See Attached Form 1842-1

Extraordinary Circumstances Requiring Preparation of an EA or EIS

The action described in categorical exclusion DOI-BLM-I020-2015-0043-CE has been reviewed to determine if any of the following extraordinary circumstances listed below apply, as listed in the Departmental NEPA regulations (43 CFR 46.215). A rationale for why the circumstance does not apply is included below:

| <u>DM</u> # | <u>Extraordinary Circumstance</u> | <u>YES</u> | <u>NO</u> |
|----------------|---|------------|-----------|
| 1 | <p>Have significant impacts on public health or safety. <i>The Proposed Action would have no significant impacts on health or safety of the public. The temporary closure of the routes to motorized vehicles will benefit the health and safety of the public.</i></p> | | X |
| 2 | <p>Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas. <i>No wilderness, wilderness study areas or wild and scenic rivers are present near the project area. The temporary route closure to motorized travel would not impede opportunities for recreation since the trail system as a whole offers an abundant of trails for motorized use..</i> <i>No significant impacts to riparian-wetland areas would occur.</i> <i>Although migratory birds are present within the project area, however, no significant impacts to migratory birds would be expected.</i> <i>No known historic or cultural resources are located within the project area.</i></p> | | X |
| 3 | <p>Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA section 102(2)(E)]. <i>Action would not have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources.</i></p> | | X |
| 4 | <p>Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks. <i>The Proposed Action would not impact water quality or stream channels and floodplains. No known highly uncertain and potentially significant environmental effects or unique or unknown environmental risks would occur with the endurance race.</i></p> | | X |
| 5 | <p>Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects. <i>The Proposed Action would not set a precedent for future actions or represent a decision in principle about future actions.</i></p> | | X |
| 6 | <p>Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.</p> | | X |

| <u>DM</u> # | <u>Extraordinary Circumstance</u> | <u>YES</u> | <u>NO</u> |
|----------------|---|------------|-----------|
| | <i>The Proposed Action would not have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects .The endurance race would have no cumulatively significant effects. .</i> | | |
| 7 | Have significant impacts on properties listed or eligible for listing on the National Register of Historic Places as determined by either the bureau or office. <i>There are no known historic properties listed or eligible for listing on the NRHP located in the project area, the Proposed Action would have no significant impacts.</i> | | X |
| 8 | Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated critical habitat for these species. <i>There are no T&E or proposed species, or critical habitat present within the project area, no significant impacts to these species would be expected.</i> | | X |
| 9 | Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment. <i>The Proposed Action would not violate any federal law or a State, local, or tribal law or requirement imposed for the protection of the environment. No cumulatively significant effects anticipated.</i> | | X |
| 10 | Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898). <i>The Proposed Action of temporary closing the routes to motorized travel would have no adverse effect on low income or minority populations.</i> | | X |
| 11 | Limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007). <i>There are no sacred sites known to occur within the two routes</i> | | X |
| 12 | Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112). <i>The Proposed Action would not contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species.</i> | | X |